



Seattle Light Rail Review Panel
Comments on...
South Downtown Tunnel Stations
(Royal Brougham and Lander)

Scope Briefing

The Panel was briefed on March 24, 1999; no formal recommendations made, however discussion included the following topics:

- Coordination of the other capital projects including the State 519 ramps, busway, and stadium-related development with the light rail stations; impacts to the stations if those projects are delayed/changed
- Pedestrian circulation at Lander; connection to the Weller Street bridge, street crossings— gated or ungated, queuing space for events, sightlines to the stadium from the station, and general concerns about sidewalks and pedestrian wayfinding in this complex area.
- Location of the maintenance base and its relationship to the stations and to freight mobility.
- The Panel requested clearer site maps and graphics to better understand the complex relationship between all these elements— three-dimensional, if possible.

Summary of Issues Raised in LRRP Scope Briefing Progress Report (July 1999):

- Creating an environment that supports light rail in the midst of heavy industrial uses
- Resolving freight mobility issues
- Determining the alignment of Lander and location of the maintenance base
- Developing safe, clear, and attractive pedestrian circulation— the Panel recommended a grade-separated pedestrian connection be developed to the stadium, and a pedestrian path built now as part of Link without waiting for SR 519

Concept Design

The Panel was briefed on September 8th, 1999; no formal recommendations made, however discussion included the following topics:

- Support and enthusiasm for the art concepts proposed, with the Panel favoring further development of the "intervention" concept— although hoping ST can create a different name for it! Panel prefers a bold design statement interpreting the industrial context, but not afraid to deviate to new designs offering relief to the context. Key design points include adding color, human-scale elements.
- Unanimous concern about the pedestrian connections with SR 519 at the Royal Brougham station, particularly the proposed pedestrian bridge.

- The Panel questioned whether a station at Royal Brougham is a good investment, given the poor connections and potential for congestion, crowd control issues.
- The area seems to be designed to a highway standard and not according to pedestrian needs. Concerns include safety in crossing tracks and navigating through the SR 519 structures. Stronger coordination with the State on this project is imperative.
- Sound Transit artists' design ideas are very strong; consider also working with Lita Batho re: her "urban rest stop" artwork which is currently on hold waiting for a site.

Comments From LRRP Concept Design Progress Report (December 1999):

- Very strong design and art concepts; Panel suggests developing the bold, "intervention" concept further while still drawing cues from the industry in the area.
- Pedestrian connections are not working well— SR 519 is an obstacle in that its pedestrian corridor is not a welcoming passageway for pedestrians traveling between the station and stadiums. Further coordination with the State is sorely needed.

Schematic Design

The Panel was briefed on January 12, 2000, and made the following recommendation:

The Panel voted unanimously to recommend approval of the schematic design as presented for both Royal Brougham and Lander stations, specifically supporting the following elements of the design as presented:

- Street trees on the platform
- Bike parking at Lander

The Panel wishes to see further refinement and articulation of the following elements as design progresses:

- Platform entrance areas, with the Panel preferring a stronger design statement that can be read from a distance;
- Landscaping plan for the stations, approaches to the stations, and alongside the King County murals (addressing rhythm, pattern); including how landscaping will be designed to withstand heavy event crowds at Royal Brougham;
- Conceptual ideas regarding lighting— both station-specific lighting and how it contributes to the legibility of the Link system, and also integration with all other forms of lighting including ambient, accent, and background lighting;
- Treatment of the existing fences at the Royal Brougham station, especially exploring opportunities to use the fencing creatively as part of the station design and artwork.;
- Curbs and curb bulbs, with accompanying drawings to better explain the relationship between the sidewalk, tracks, and road, and the interaction with pedestrians and vehicles;
- Design of the transition structure where the tracks go from at-grade to aerial near the maintenance facility.
- Signal/Communication and Transit Power Substations along the alignment; and
- Examination of how a variety of streetscape elements including windbreaks, benches, railings, and art will bring a "human scale" aspect to the

stations, and how these elements will be integrated into the overall station without presenting a cluttered appearance.

Design Development

Briefing scheduled for September 6, 2000.

Construction Documents

No briefing scheduled yet.